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## General

Denmark is located in Northern Europe, bordering the Baltic Sea and the North Sea on a peninsula N of Germany.

The climate is temperate, humid and overcast with mild, windy winters and cool summers.

The terrain is low and flat rising to gently rolling plains.

## Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Owing to local circumstances, the marks for a dredged channel are often placed slightly outside the limits of the channel. Such marks should be passed at a safe distance.

Winter marking may be employed in some areas. When ice compels the withdrawal of lighted buoys, they are replaced by winter seamarks fitted with light reflective material, which illuminated, shows the color of the mark. Black is indicated by a blue reflector.

Lighted buoys marking transit routes, including Route T, and traffic separation schemes are maintained as long as possible and are only withdrawn or replaced in severe ice conditions.

Ice may also wear the color off buoys, and topmarks or reflectors may be lost or damaged.

## Cautions

In conjunction with the establishment of GMDSS (Global Maritime Distress and Safety System), numerous medium frequency radiobeacons situated around the coast of Denmark are reported (1999) to have been discontinued.

## Currency

The official unit of currency is the kroner, consisting of 100 oere.

## Firing Areas

While every effort has been made to ensure the information is up-to-date and accurate, mariners should be advised that these firing areas are subject to change. Information relative to the times of firing practice in the below areas is broadcast daily by Denmark Radio immediately after the Mariners Weather Forecast beginning at 1750 hours.

Firing schedules may also be published in Danish Notice to Mariners. The firing areas are not shown on U.S. charts while many of them are shown on Danish charts and the coordinates given below are based on Danish Datum.

Firing in progress is generally indicated by day by a red flag or sphere or diamonds hoisted on the mast 1 hour prior to the firing until the firing ceases. At night the signal may be a red light or a combination of red and white lights.

Generally, there are two types of restrictions placed on firing areas in Danish waters. The first type is, in conjunction with firing practices, that a temporary danger area is established and vessel traffic is urged to show consideration.

The second type, also in conjunction with firing practices, is that all navigation, anchoring and fishing is prohibited within that part of the area in Danish territorial waters and navigation is dangerous during firing in the entire area.

Danish authorities advise violators will be subject to punishment.

## Government

Denmark is a constitutional monarchy. The capital is Copenhagen.

## Holidays

The following holidays are observed:

Jan. 1, New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (Fourth Friday after Easter); Ascension Day; Whit Monday; May 1, Labor Day; June 5, Constitution Day; Dec. 24-26, Christmas; and Dec. 31, New Year's Eve.

## Industries

The main industries are food processing, the manufacture of machinery and equipment, textiles and clothing, chemical products, electronics, construction, furniture and other wood products, and shipbuilding.

## Languages

The official language is Danish. Faroese is also spoken.

## Mined Areas

Mariners should consult Notice to Mariners and the latest best scale chart for any additional danger areas.

A risk does still exist with regard to anchoring, fishing or any form of submarine activity close to the seabed.

Former NEMEDRI Danger Area No. 9 is an area in which danger due to mines laid between 1939 and 1945 still exist and comprises all waters bounded by the line joining the following approximate positions:

- a. The coast of Denmark in longitude 9°00'E.
- b. 57°20'N, 9°00'E.
- c. 57°12'N, 8°30'E.
- d. 57°00'N, 8°14'E.
- e. 56°58'N, 8°12'E.
- f. 56°58'N, 8°08'E.
- g. 56°53'N, 7°54'E.
- h. 56°50'N, 7°45'E.
- i. 56°00'N, 7°45'E.
- j. 56°00'N, 7°00'E.
- k. 54°50'N, 7°00'E.
- l. 54°50'N, 7°06'E.
- m. 54°40'N, 7°06'E.
- n. 54°40'N, 7°39'E.
- o. 54°10'N, 7°39'E.
- p. 54°10'N, 4°58'E.
- q. 54°00'N, 4°46'E.
- r. 53°30'N, 4°46'E.

- s. 53°30'N, 4°30'E.
- t. 53°18'N, 5°01'E.

In that part of the area which lies S of 55°04'N (the latitude of Lister Tief), the risk to surface navigation is now considered, owing to the lapse of time, to be no more dangerous than the ordinary hazards of navigation, but a risk still exists with regard to anchoring, fishing or seabed activity.

However, the recognized navigational routes and channels, such as the traffic separation schemes and other marked coastal routes, and the marked channels into estuaries and ports are considered to be free from mines, and it is prudent to adhere to them.

In that part of the area which lies N of latitude 55°04'N, surface navigation is unrestricted, and the risk from anchoring, fishing or seabed activity is now considered to be confined to small areas which are shown on the charts.

Residual dangers are still considered to exist in the following areas due to the existence of mines and other objects containing explosives. Navigation, anchoring, fishing and/or other subsurface activities are prohibited in the following areas:

### North Sea

Navigation is prohibited in the area between the W coast of Denmark and lines joining the following positions:

- a. 55°27.8'N, 8°18.7'E.
- b. 55°28.2'N, 8°15.2'E.

as well as the area which extends from position b, 1 mile from the coast, to 55°49'N. The harbor approaches in the area are exempt from the prohibition.

### Sild

Anchoring, fishing with bottom equipment, and seabed activity are prohibited in the following areas:

1. A circle with a radius of 1 mile centered on 55°05'N, 8°16'E.
2. A circle with a radius of 1 mile centered on 55°02'N, 7°58'E.

### Romo and Mano

Anchoring, fishing with bottom equipment, and seabed activity are prohibited in the area between the W coast of Romo and Mano and a line joining the following positions:

- a. 55°03.9'N, 8°29.3'E.
- b. 55°05.0'N, 8°19.9'E.
- c. 55°17.0'N, 8°19.9'E.
- d. 55°17.0'N, 8°33.1'E.

### Kattegat

Navigation is prohibited in the following areas:

1. **Stensnaes.**—An area with a width of 1 mile along the coast from 57°15.0'N to Vorsa Bro at 57°12.5'N, 10°30.2'E. The approach to Vorsa Bridge is exempt from the prohibition.
2. **Rageleje.**—An area enclosed by a line joining the following positions:
  - a. 56°09.6'N, 12°07.8'E.
  - b. 56°09.4'N, 12°05.9'E.
  - c. 56°10.4'N, 12°05.6'E.
  - d. 56°10.3'N, 12°07.6'E.

**Albaek Bugt**

Anchoring, fishing with bottom equipment, and seabed activity are prohibited in an area enclosed by a line joining the following positions:

- a. 57°35.5'N, 10°25.7'E. (Albaek Harbor)
- b. 57°35.5'N, 10°39.7'E.
- c. 57°30.3'N, 10°39.7'E.
- d. 57°26.9'N, 10°35.8'E.
- e. 57°26.9'N, 10°32.7'E.

**Baltic Sea—Bornholm**

Navigation is prohibited in the following areas:

1. A circle with a radius of 0.5 mile centered 55°02.4'N, 14°38.0'E.
2. A circle with a radius of 0.3 mile centered 55°04.7'N, 15°14.3'E.
3. A circle with a radius of 0.3 mile centered 55°21.1'N, 15°07.6'E.

Due to the residual dangers of bottom mines or other objects containing explosives, vessels are cautioned against anchoring, fishing with bottom equipment, and seabed activity in the following danger areas:

1. **Baltic Sea S of Aero.**—The area enclosed by a line joining the following positions:

- a. 54°46.5'N, 10°27.0'E.
- b. 54°46.5'N, 10°31.4'E.
- c. 54°45.0'N, 10°27.0'E.
- d. 54°45.0'N, 10°31.4'E.

2. **Keldsnor.**—The area enclosed by a line joining the following positions:

- a. 54°43.0'N, 10°34.3'E.
- b. 54°41.6'N, 10°32.8'E.
- c. 54°41.0'N, 10°40.8'E.
- d. 54°39.2'N, 10°39.3'E.

3. **Keldsnor.**—The circular area centered 54°41.0'N, 10°48.2'E with a radius of 0.5 mile.

4. **Langeland-Lolland.**—The area enclosed by a line joining the following positions:

- a. 54°40.0'N, 11°13.7'E.
- b. 54°38.0'N, 11°13.7'E.
- c. 54°44.8'N, 10°53.8'E.
- d. 54°45.0'N, 10°49.7'E.
- e. 54°43.0'N, 10°48.5'E.

5. **Zingst.**—The circular area centered 54°41'N, 12°47'E with a radius of 1 mile.

6. **Mon-Falsterbo.**—The area enclosed by a line joining the following positions:

- a. 55°05.8'N, 12°20.8'E.
- b. 55°18.7'N, 12°46.9'E.
- c. 55°20.4'N, 12°53.3'E.
- d. 55°19.4'N, 12°56.6'E.
- e. 55°16.5'N, 12°56.6'E.
- f. 55°09.5'N, 12°41.2'E.
- g. 55°04.8'N, 12°27.6'E.
- h. 55°05.4'N, 12°21.3'E.

**7. West of Bornholm**

The area enclosed by the line joining the following positions:

- a. 55°09.2'N, 13°04.8'E.
- b. 55°06.3'N, 13°20.3'E.
- c. 55°05.3'N, 13°19.8'E.
- d. 55°08.3'N, 13°04.2'E.

The area enclosed by the line joining the following positions:

- a. 54°59.0'N, 13°19.2'E.
- b. 54°57.8'N, 13°27.0'E.
- c. 54°56.9'N, 13°26.3'E.
- d. 54°58.1'N, 13°18.8'E.

The area enclosed by the line joining the following positions:

- a. 54°49.1'N, 13°32.0'E.
- b. 54°49.1'N, 13°35.5'E.
- c. 54°48.1'N, 13°35.5'E.
- d. 54°48.1'N, 13°32.0'E.

**8. East of Bornholm**

The area enclosed by a line joining the following positions:

- a. 55°03.8'N, 15°10.2'E.
- b. 55°03.8'N, 15°11.5'E.
- c. 55°02.1'N, 15°11.5'E.
- d. 55°02.1'N, 15°10.2'E.

At the approximate position 52°12.3'N, 15°16.3'E (about 11 miles NE of Svaneke).

The area enclosed by a line joining the following positions:

- a. 55°25'N, 15°32'E.
- b. 55°25'N, 15°42'E.
- c. 55°23'N, 15°42'E.
- d. 55°23'N, 15°55'E.
- e. 55°07'N, 15°55'E.
- f. 55°07'N, 15°30'E.
- g. 55°05'N, 15°30'E.
- h. 55°05'N, 15°25'E.
- i. 55°10'N, 15°25'E.
- j. 55°10'N, 15°28'E.
- k. 55°23'N, 15°28'E.
- l. 55°23'N, 15°32'E.

The circular area centered on 55°21.0'N, 15°37.2'E with a radius of 3 miles.

The circular area centered on 55°33.0'N, 15°02.0'E with a radius of 1 mile.

The circular area centered on 54°37.0'N, 15°39.0'E with a radius of 0.5 mile.

The circular area centered on 55°16.0'N, 16°12.4'E with a radius of 1 mile.

The circular area centered on 55°08.0'N, 16°10.6'E with a radius of 1 mile.

The circular area centered on 55°08.0'N, 16°10.6'E with a radius of 1 mile.

The circular area centered on 54°51.9'N, 16°00.9'E with a radius of 0.5 mile.

The circular area centered on 55°02.2'N, 15°09.6'E with a radius of 0.5 mile.

The circular area centered on 55°34.4'N, 15°13.2'E with a radius of 0.3 mile.

The area enclosed by a line joining the following positions:

- a. 55°03.2'N, 15°08.3'E.
- b. 55°03.2'N, 15°09.4'E.
- c. 55°02.5'N, 15°09.4'E.
- d. 55°02.5'N, 15°08.3'E.

9. **South of Gulstav Flak.**—The circular area centered on 54°38.3'N, 10°40.2'E with a radius of 0.5 mile.

10. **Southsouthwest of Ronne.**—The circular area centered on 55°02.9'N, 14°39.9'E with a radius of 0.5 mile.

11. **South of Bornholm.**—The circular area centered on 54°41.8'N, 15°02.5'E with a radius of 0.5 mile.

#### 12. The Sound

**Drogden.**—The circular area centered on 55°36.4'N, 12°43.0'E with a radius of 0.5 mile.

**Koge Bugt.**—The circular area centered on 55°30.8'N, 12°33.1'E with a radius of 0.5 mile

#### 13. Storebaelt

**South of Elefantgrund.**—The circular area centered on 55°31.4'N, 10°55.5'E with a radius of 0.5 mile.

**Albuen.**—The circular area centered on 54°52.5'N, 11°00.2'E with a radius of 0.5 mile.

#### 14. Lillebaelt

**Sandvig.**—The circular area centered on 55°10.0'N, 9°36.4'E with a radius of 0.5 mile.

**Gammel Pol NE.**—The circular area centered on 54°54.1'N, 10°07.3'E with a radius of 0.5 mile.

**Between Aero and Als.**—The area enclosed by a line joining the following positions:

- a. 54°50'N, 10°08'E.
- b. 54°50'N, 10°15'E.
- c. 54°47'N, 10°15'E.
- d. 54°47'N, 10°08'E.

#### 15. Kattegat

**Northwest of Gilleleje.**—The circular area centered on 56°13.5'N, 12°09.1'E with a radius of 1 mile.

**Northeast of Gniben.**—The area enclosed by a line joining the following positions:

- a. 56°02.7'N, 11°17.3'E.
- b. 56°02.7'N, 10°20.5'E.
- c. 56°00.9'N, 10°20.5'E.
- d. 56°00.9'N, 11°17.3'E.

**North of Lysegrund—Route B.**—The circular area centered on 56°25.8'N, 11°46.6'E with a radius of 1 mile.

**Hjelm to Sjaellands Rev.**—The area enclosed by a line joining the following positions:

- a. 56°04.3'N, 11°06.0'E.
- b. 56°04.8'N, 10°47.6'E.
- c. 56°05.8'N, 10°47.6'E.
- d. 56°05.3'N, 11°06.0'E.

The areas listed below are bounded by circles each with a radius of 0.5 mile and centered on the following positions:

- a. 55°46.1'N, 10°33.2'E.

- b. 55°51.0'N, 11°12.4'E.
- c. 55°57.5'N, 11°21.2'E.
- d. 56°00.0'N, 11°02.8'E.
- e. 56°03.5'N, 10°39.8'E.
- f. 56°09.0'N, 10°26.8'E.
- g. 56°09.9'N, 10°21.3'E.
- h. 56°13.0'N, 11°29.0'E.
- i. 56°15.9'N, 11°28.3'E.
- j. 56°18.0'N, 11°14.0'E.
- k. 56°19.7'N, 11°09.2'E.
- l. 56°28.6'N, 11°19.8'E.
- m. 56°36.5'N, 11°40.0'E.
- n. 56°39.4'N, 11°25.5'E.
- o. 56°40.0'N, 11°19.8'E.
- p. 56°40.9'N, 11°29.6'E.
- q. 56°42.3'N, 10°24.8'E.
- r. 56°45.0'N, 11°29.8'E.
- s. 56°49.9'N, 10°34.8'E.
- t. 57°22.2'N, 11°25.9'E.
- u. 57°24.0'N, 11°32.3'E.
- v. 57°28.2'N, 11°19.4'E.
- w. 57°30.5'N, 10°46.7'E.
- x. 57°31.2'N, 11°27.0'E.
- y. 57°32.7'N, 11°26.5'E.
- z. 57°34.6'N, 10°40.8'E.
- aa. 57°36.8'N, 10°26.8'E.
- ab. 57°45.4'N, 10°42.5'E.

#### West of Gniben.—

The circular area centered on 56°00.7'N, 11°14.3'E with a radius of 1 mile.

The circular area centered on 56°36.5'N, 11°28.8'E with a radius of 2 miles.

**Herthas Flak.**—The area enclosed by a line joining the following positions:

- a. 57°44.5'N, 11°09.0'E.
- b. 57°47.7'N, 11°25.7'E.
- c. 57°50.9'N, 11°24.9'E.
- d. 57°50.9'N, 11°31.3'E.
- e. 57°46.5'N, 11°31.5'E.
- f. 57°44.2'N, 11°35.0'E.
- g. 57°42.6'N, 11°30.0'E.
- h. 57°44.1'N, 11°28.0'E.
- i. 57°39.0'N, 11°02.5'E.
- j. 57°42.5'N, 10°38.0'E.

**Jegems Bugt.**—The circular area centered on 57°19.8'N, 11°06.7'E with a radius of 150m.

**Pakhusbugt.**—The circular area centered on 56°43.2'N, 11°38.3'E with a radius of 0.5 mile.

#### Limfjorden.—

The circular area centered on 57°05.4'N, 9°49.7'E with a radius of 250m.

The circular area centered on 56°49.0'N, 9°08.8'E with a radius of 0.5 mile.

**Lovns Bredning.**—The circular area centered on 56°35'N, 9°04'E with a radius of 0.5 mile.

**Skagen NW.**—The area enclosed by a line joining the following positions:

- a. 58°14.0'N, 9°27.0'E.
- b. 58°16.0'N, 9°27.0'E.
- c. 58°19.1'N, 9°40.3'E.
- d. 58°17.0'N, 9°40.3'E.

**16. Between Denmark and Norway**

The area enclosed by a line joining the following positions:

- a. Lodbjerg Light.
- b. 57°00'N, 7°45'E.
- c. 57°35'N, 7°00'E.
- d. Lista Light.

and to the E by a line joining the following positions:

- e. Bragera (57°08'N., 8°55'E.).
- f. 57°40'N, 8°55'E.
- g. Lillesand (Saltholmen Light).

The areas listed below are bounded by a circle with a radius of 0.5 mile and their centers on the following positions:

- a. 57°57.0'N, 11°18.0'E.
- b. 57°54.0'N, 11°13.8'E.
- c. 57°46.0'N, 10°10.7'E.
- d. 57°44.6'N, 9°51.8'E.
- e. 57°26.1'N, 9°03.8'E.
- f. 57°45'N, 8°59'E. (PA)

**17. North Sea.**—The area along the W coast of Denmark at a distance of 1 mile from the coast between the parallels of 55°49'N and 56°53'N.

**18. Horns Rev**

The area enclosed by a line joining the following positions:

- (a.) 55°45.5'N, 7°43.7'E.
- (b.) 55°44.6'N, 7°48.5'E.
- (c.) 55°32.8'N, 7°43.1'E.
- (d.) 55°34.1'N, 7°36.3'E.

The circular area centered on 55°34.4'N, 7°59.6'E with a radius of 1 mile.

The area enclosed by a line joining the following positions:

- (a.) 55°25.0'N, 6°51.5'E.
- (b.) 55°30.1'N, 7°28.7'E.
- (c.) 55°29.1'N, 7°29.2'E.
- (d.) 55°23.8'N, 6°52.0'E.

The area enclosed by a line joining the following positions:

- (a.) 55°22.0'N, 7°12.1'E.
- (b.) 55°22.0'N, 7°16.3'E.
- (c.) 55°19.5'N, 7°16.3'E.
- (d.) 55°19.5'N, 7°12.1'E.

**19. West Coast of Fano.**—An area with a width of 1 mile, limited to the N and S by the parallels 55°27.8'N, and 55°17.0'N, respectively, and towards the E by the W coast of Fano and by a line joining the following positions:

- a. 55°20.2'N, 8°28.2'E.
- b. 55°17.3'N, 8°32.7'E.

The circular area centered approximately on 55°20.7'N, 8°14.7'E with a radius of 0.5 mile.

2. Loaded chemical tankers carrying dangerous liquid chemicals covered by the IMO chemical code.

3. Gas tankers.

4. Vessels carrying radioactive cargo.

5. Towed or towing vessels 150 grt and over, or 28m long and over, navigating in dredged channels or marked navigation channels into or past harbors or pilot stations (excluding maneuvers within a harbor).

6. Tankers with uncleaned tanks not secured by inert gases.

Pilotage is compulsory in certain Danish waters; see the appropriate Sailing Directions (Enroute) for details of these compulsory pilotage areas.

A deep-sea pilot is strongly recommended for infrequent visitors to the area and for all vessels constrained by their draft. Vessels requiring a deep-sea pilot should request this service through DANPILOT or other designated stations.

Pilotage through Route T from Skagen to Bornholm and vice versa can be ordered through a coast radio station from the following:

1. Skagen.
2. Store Baelt.
3. Gender.
4. Soundpilot.

Inbound vessels should send a request for pilotage 6 hours and 1 hour in advance (12 hours and 3 hours in advance for Route T, Skagen-Bornholm and Bornholm-Skagen) to the appropriate pilot station stating:

1. Vessel's name and call sign.
2. ETA at pilot boarding position.
3. Draft and grt.
4. Speed.
5. Place to which pilotage is required.
6. Outbound vessels should send a request for pilotage 4 hours and 1 hour in advance.

The IMO recommends that oil tankers with a draft of 7m or more and all loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of Class 7 radioactive materials as specified in paragraph 9.5.2 of the introduction to class 7 of the International Maritime Dangerous Goods (IMDG) Code, when navigating in the part of The Sound which is limited by a line connecting Svinbaden Lighthouse and Hornbaek Harbor and a line connecting Skanor Harbor and Aflandshage, the S most point of Amager Island, should use the pilotage service established by the governments of Denmark and Sweden.

If anchoring is considered necessary, the following anchorages should be preferred:

1. Off Skagen.
2. Off Sjaellands Rev.
3. Northwest of Rosnaes.
4. Off Romso.
5. Off Keldsnor.

Anchoring is possible most places along the route depending on the draft of the ship. Tankers of 1,600 grt and over transporting oil, gas, or chemical products, whether they are fully or partially loaded or they are vessels without cargo which are not yet gas-free or cleaned of dangerous residue substances shall, at least 6 hours prior to arriving at a Danish

**Pilotage**

Pilotage is compulsory in Danish territorial waters for the following vessels unless exempt by law:

1. Loaded oil tankers over 1,500 dwt.

Port, send a Sailing Plan (SP) to SHIPPOS Aarhus according to the above guidelines.

If during the voyage through Danish waters deficiencies occur which might reduce the normal and safe maneuvering capabilities of the ship, or a situation arises, which can endanger the marine environment and adjacent areas, vessels mentioned above, shall as soon as possible, send an Incident Report (IR) to SHIPPOS Aarhus.

## Regulations

During maneuvers, regular exercises, or for other reasons, vessels may be prohibited from entering or leaving Copenhagen and certain Danish inner waters, or to make such navigation subject to special regulations. At such times a warning signal consisting of three red balls by day, and three red lights, vertically disposed, at night will be displayed from conspicuous positions. Similar signals will be displayed by patrol vessels.

Vessels desiring to enter or leave Danish waters and having observed the warning signals should display the pilot flag and await the arrival of the patrol or pilot vessel.

Vessels in Danish territorial waters must display their national flag both by day and at night.

Patrol and pilot vessels will give further information as necessary to incoming vessels. Vessels leaving Danish harbors should obtain the necessary information beforehand.

Danish law requires all vessels within Danish waters to carry updated charts and navigational publications appropriate to the intended voyage and imposes the duty upon masters to be properly informed of all relevant regulations and navigational information.

With the object of ensuring the safety of navigation of large ships passing through Danish waters, and also of reducing the risk of oil pollution resulting from the grounding and collision of tankers, the Danish government has established a transitroute between Skagen and the area NE of Gedser with a minimum depth of water 17m. The route is named "Route T" and recommended in Danish waters for those vessels over 40,000 dwt or with a draft of 13m.

The route is marked by lighted buoys and lights, the Decca coverage is good and Danish pilot assistance is available. Portable Decca equipment can be hired for use during the passage through Danish waters and can be taken on board at the pilot stations Skagen or Allinge (Bornholm).

Under ice conditions Danish icebreakers, as far as possible, render free assistance to shipping.

In spite of the good buoyage, navigation through Danish waters presents, however, in certain areas difficulties to large ships on account of narrow waters, sharp bends and shallow depths. Furthermore, there is intensive E and W bound ferry traffic in Store-Baelt, particularly in the area immediately S of Sprogø.

Therefore, a radio reporting service (SHIPPOS) has been established in the Danish waters of the Baltic Sea, including the transit route known as "Route T."

### Danish Harbor Regulations

Extracts as follows:

**Article 2.** Vessels lying at anchor in a harbor or roadstead, or in pilotage waters in the vicinity of the same, must display in

the fore part of the vessel, where it can best be seen, a black ball 0.6m in diameter.

**Article 5.** Before entering a harbor or proceeding to a pier, vessels must display their national flag.

**Article 6.** No vessel may anchor in a harbor or proceed alongside a pier, except in a case of necessity, until permission has been obtained from the harbor authority.

**Article 8.** The master of a vessel, or agent, must report to the harbor authority and furnish all information required before a vessel can be allotted a berth.

No vessel carrying inflammable liquids or explosive goods as cargo may enter a harbor or approach a pier until the harbor authority has been informed of all details concerning such cargo.

**Article 13.** Vessels with inflammable liquids or explosive goods as cargo shall on entering a harbor and during her stay in the harbor with such cargo on board, exhibit flag B, of the International Code of Signals by day, or a red light at night, at the foremast head, or, if the vessel has no mast, on a staff erected for the purpose at least 3m in height.

**Articles 20, 21, and 33.** Vessels loading and unloading inflammable liquids may only do so from approved berths and legitimate storage tanks.

Loading and unloading directly from or to railway tankers, tanker lorries or similar transportable containers may be allowed in exceptional cases by permission of the Fire Service, after prior declaration to the Ministry of Justice consultant for inflammable substances. The address is Kobenhavn Fire Service, Vester Voldgade 80, Kobenhavn K.

These regulations do not affect vessels bunkering.

## Reporting System

SHIPPOS is the radio reporting system for Danish waters of the Baltic Sea, including the 17m minimum depth route known as Route T. Its object is to ensure the safety of navigation and reduce the risk of pollution of Danish coasts and waters that may result from grounding or collisions of oil tankers, gas tankers, and chemical tankers by:

1. Informing shipping about the movements of large vessels, so that smaller vessels can take into account the limited maneuverability of these larger vessels and to avoid the risks of large vessels meeting one another in areas where it is difficult to pass.
2. Informing vessels about navigational hazards en route and about deviations of currents, water levels, and wave heights from their normal conditions.
3. Notifying ferry traffic S of Sprogø in Storebaelt about the passage of large vessels.
4. Facilitating early and effective pollution response action in case of an accident.
5. All vessels with a draft of 10m or more may participate in the procedures of transiting the ferry route S of Sprogø.

SHIPPOS is a voluntary reporting system which applies to:

1. All vessels of 20,000 grt and over.
2. All loaded oil, gas, and chemical tankers of 1,600 grt and over.
3. All vessels with a draft of 13m and more.
4. All vessels carrying radioactive materials.

5. All vessels with a draft of 10m or more may participate in the procedures of transiting the ferry route S of Sprogø.

Vessels of over 40,000 dwt are recommended by IMO to participate in this service while passing through the entrances to the Baltic Sea.

There are five types of SHIPPOS messages—Sailing Plan, Position Report, Deviation Report, Final Report, and Incident Report. Vessels should send all reports to SHIPPOS Aarhus through any Danish coast radio station. These reports are free of charge.

The format for SHIPPOS messages is, as follows:

Designator	Information Required
A	Vessel name and call sign.
B	Day of month (2 figures) and time in hours and minutes (UT(GMT) in 4 figures).
C	Latitude (4 figures with N) and longitude (4 figures with E).
D	True bearing (3 figures) and distance in nautical miles from identified landmark, port of arrival or departure, or designation of reporting line. Latitude (4 figures with N) and longitude (4 figures with E).
E	Course (3 figures).
F	Speed in knots and tenths of knots (3 figures).
G	Port of departure.
I	Destination and ETA (given as in B).
J	Pilot carried (state whether deep sea or local pilot).
L	Route—Position of each turn point should be given as in C, together with type of intended track between each point (RL—rhumb line, GC—great circle, or Coast).
N	Time of next report (given as in B).
O	Draft in meters and centimeters (4 digits).
P	Type and quantity of cargo.
Q	Defects or damage.
R	Pollution—brief details and position given as in C or D.
U	Vessel length, beam, grt, and type.
X	Remarks.

The **Sailing Plan (SP)** consists of the words SHIPPOS and SP, followed by the format lines listed in "Information Required in SHIPPOS Reports" and should be sent:

1. On passing latitude 57 45'N (Skagen/Skaw) southbound.

2. On passing the "Mon" or "Sound S" reporting lines when outbound from the Baltic Sea.

3. Two hours prior to departing a Danish Baltic port.

4. Before passing the first reporting line in Danish waters if the SP has not been sent under 1, 2, or 3 above.

The **Position Report (PR)** consists of the words SHIPPOS and PR, followed by the format lines listed in "Information Required in SHIPPOS Reports" and should be sent when crossing the reporting lines, as follows:

1. Hatter—Latitude 56 00'N.
2. Baltic W—Latitude 54 40'N, W of Lolland.

The **Deviation Report (DR)** consists of the words SHIPPOS and DR, followed by the format lines listed in "Information Required in SHIPPOS Reports" and should be sent in the event of the following:

1. A change in destination.
2. A change of more than 30 minutes in ETA at the next reporting line or destination.

The **Final Report (FR)** consists of the words SHIPPOS and FR, followed by the format lines listed in "Information Required in SHIPPOS Reports" and should be sent, as follows:

1. On passing latitude 57 45'N (Skagen/Skaw) northbound or westbound.
2. On passing the "Mon" or "Sound S" reporting lines eastbound or southbound.
3. On arrival at a Danish port.
4. On leaving Danish waters at any other point.

The **Incident Report (IR)** consists of the words SHIPPOS and IR, followed by the format lines listed in "Information Required in SHIPPOS Reports" and should be sent in the event of one of the following:

1. Any deficiency which might adversely affect safe navigation.
2. Any incident which might cause pollution.
3. Any spillage of oil or other harmful substance from the vessel.
4. Sighting of pollution, not coming from own vessel.

SHIPPOS Information Broadcasts are made by Lyngby coast radio station from remotely controlled transmitters every 3 hours, commencing at 0220, following an announcement on VHF channel 16. The broadcasts contain information on the position of vessels of 20,000 grt and over and vessels with a draft of 13m and over, participating in SHIPPOS, together with information about actual water levels and navigational warnings in force for Route T. The transmitter locations and broadcast channel are, as follows:

Transmitter Location	VHF Channel
Skagen	VHF channel 4
Laeso	VHF channel 64
Anholt	VHF channel 7
Fornaes	VHF channel 5
Rosnaes	VHF channel 4
Karleby	VHF channel 63
Mon	VHF channel 2

Information required in SHIPPOS Reports:

Line	SP	DR	PR	FR	IR
A	R	R	R	R	R
B	R	R	R	R	R
C	R—either Line C or Line D				
D	R—either Line C or Line D				
E	O	O	R		
F	O	O	R		
G	O				
I	R	I	I		
J	O	O	O	O	O
L	R	I			
N	R	I	R		
O	R				
P	R				O
Q	R		R	R	R
R	I		I	I	R
U	R				
X	O	O	O	O	O

The following serves as a key to the table above:

Designator	Meaning
R	Required
O	Optional
I	If appropriate

## Search and Rescue

### Lifesaving

The Danish lifesaving service is under the Ministry of Defense; lifesaving stations are maintained along the Danish coast. Danish lifeboats on lifesaving service display a blue flashing light showing about 120 flashes every minute.

Helicopters are also a part of the Danish lifesaving service.

This service is operated only for sick or injured men requiring immediate attention. Calls can be made through the Danish coastal radio service, provided the vessel is within about 100 miles of the coast.

## Signals

Dredge and diving signals, in addition to those prescribed by the International Regulations for Preventing Collisions at Sea, are as follows. Either the signal permitting passage or that prohibiting it may, if necessary, be shown from both sides of the dredge simultaneously. Vessels may pass on the side on which the following signals are shown:

1. By day.—A black diamond.
2. By night.—Two green lights, vertically disposed.

Vessels may not pass on the side on which the following signals are shown:

1. By day.—A black ball.
2. By night.—Two red lights, vertically disposed.

Flag "A" of the International Code, illuminated at night, denotes that a diver is at work. Vessels must pass with great caution and, as far as possible, with their engines stopped.

A vessel which, because of length or draft and navigating in a narrow channel, is obliged to keep to the deeper part of the channel, may display the following signals as a warning to other shipping that she is unable to maneuver freely:

1. By day.—A black cylinder at least 3m in length and 1m in diameter.
2. By night.—Three red lights, vertically disposed, at least 2m apart and visible all round the horizon at a range of at least 2 miles, in addition to normal navigational lights.

The sound signal D in Morse Code may be also made by day or night.

When towing, the signals are shown by the vessel being towed.

In certain channels within the territorial waters of Denmark, a vessel displaying the above signals has undisputed right of way, and all other vessels are obliged to keep clear.

## Time Zone

The Time Zone description is ALPHA (-1).

## U.S. Embassy

The U.S. Embassy is situated at Dag Hammarskjolds Alle 24, 2100 Copenhagen. The mailing address is PSC 73, APO AE 09716.